Scott. II-27—40,000—14-10-36.

Public Works (Marine) (1938) Department.

M8 SERIES.

G.O. No. 690

DATED 2-6-1938

[Despatch Abstract.]

Ports-Mangalore

Reduction of landing and shipping fees, and railway freight on coal and tiles and of rent for occupation of foreshore land

Development Department.

ASST. SECRETARY TO GOVT. 3 - DEC 1937 3762 PUBLIC WORKS DEPT.

Endorsement No. 4325-II/37-1, Dated 30th November 1937.

From Mr. J.P. Rego, Manufacturer and Merchant, Mangalore dated 26th September 1937.

Assistance to tile industry - Memorandum to the Hon'ble Minister for Industries and Labour.

The deputationists are informed that the Government have carefully considered their requests. The request relating to the reduction of port dues and railway freight is being remitted to the Public Works Department for consideration. As regards the other requests the Government regret their inability to give effect to them.

PP 2-3 mfre

A. Khaleeli,

Under Secretary to Government.

To J.P. Rego Esq., Tile Manufacturer and Merchant, Mangalore.
To the Public Works Department, (with extracts).

Forwarded
(By Order)

A. Rajamani 2.12.37
Superintendent

Memorandum presented by the Tile Manufacturers and Merchants to the Honible the Minister for Industries & Labour on his visit to Mangalore on 2nd October 1937.

12. The export of tiles from Mangalore to Bombay, Karachi, Goa and other places has brought the Mangalore port to prominence. The tiles are exported mostly in the native crafts that ply to and fro ports ranging mostly from Mangalore in South Kanara to Karachi. A comparison of the conditions in the river now prevailing during the busy season and during the off-season would demonstrate how intimately the prosperity of sea-borne trade depends on the tile trade via the Mangalore port. In fact nearly 20,000 rupees are being collected from tile merchants in the shape of port dues etc. on tiles by the port authorities. The port dues of annas eight per thousand ~~dues etc. on tiles by the port authorities. The port dues of annas eight per thousand~~ tiles is out of proportion to what is levied upon coffee, cardamoms etc. ad valorem.

Item 556 on p.5 of (1) Com. 160 Mar 10336

P2 of (1)

13. For convenience of shipping, tiles are stacked on the fore shore of the river, which is reclaimed by the respective parties at great cost, and despite this fact, a rent of Rs.24 per acre is charged by Government on these leaseholds, and with all that, the sites have to be surrendered to Government on demand.

The deputationists beg Government to

(1) reduce the port dues to 4 annas per thousand tiles and the rent on the river foreshores where tiles are stacked

(2) Reduction of railway freight for coal and tiles.

B

Por(Mar)

(1) Issue
(2) further action

no 3762-A/37-1 dt 10. 12. 37

Subj

Mangalore port - handling and Shipp ... and ele

C(B)
Sub to receipt of memo

P24

An extract from the memorandum presented by the Tile Manufacturers and Merchants

P24

Mangalore, dt 12.10.37 is forwarded very early to the P.P.O for remarks.

Sd
8/12/37

9/12/37

P2
9/12

To the P.P.O Mangalore
(with extract from memorandum)

(P24 enclosing item 7)

Letter with Asst 13/12/37

A

Part (Ker)

Letter no. 3762 M/37-2 dt. 16-12-37

To The Agent,

S. I. Rly.

Sir,

Reduction of railway freight for coal and tile.

I am directed to forward herewith an extract from the memorandum presented by the tile manufacturers and merchants at Mangalore on 2-10-37 and to request that you will be so good as to favour this Govt. with your remarks on the question of reduction of railway freight for coal and tile, raised in the memorandum.

I have etc.

16/12/37

for Secretary

DA

Copy of 3 pp extract from the memorandum dt 2-10-37

Sr 16/12/37

Secretary with draft 17/12/37

M 14-12-37.

5

Received 193 *Registered* 193

Subject.

Mangalore - Landing and Shipping Dues.

ASST. SECRETARY TO GOVT. 1374 13 JAN 1938 PUBLIC WORKS DEPT.

8x 20.1.38.

ENCLOSURES
No.
Spare copies

No. 3109 ft-2 *Madras, dated* 8 January 1938.

From (Name) Captain B. Gordon, R.I.N.

Presidency Port Officer, Madras,

To The Secretary to the Government of Madras,

Public Works (Marine) Department.

Sir,

Ref:- Government Memo No.3762 M/37-1, dated 10-12-37.

With reference to the above memo I have the honour to observe as follows:-

1 (a) With a view to improve the shipping facilities for tiles and to assist the tile factory owners at Mangalore, a dredging Scheme costing Rs.2.96 lakhs was sanctioned in G.O. No.579 Finance (Marine) dated 9-11-1935. A free grant of Rs.1,67,750 from the Minor Ports Fund was given to the Mangalore Landing and Shipping Fund to meet in part the cost thereof - G.O. No.1946 Public Works (Marine), dated 19-8-'36, and to cope with the recurring expenditure involved, the rates of Landing and Shipping fees leviable at the port were raised in G.O. No.161 Finance (Marine) dated 10-3-1936.

There

There was however no enhancement of the rates of fees on tiles, firewood, coal and fish products.

(b) A capital dredging scheme to provide a channel of sufficient depth to enable the majority of native craft to discharge firewood and coal and to load tiles direct from the various tile wharves is proceeding. This will ultimately save the tile manufacturers transhipment charges and decrease the percentage of breakages. The annual income derived from shipping dues on tiles is about Rs.20000. The continuance, therefore of the existing rate of shipping fees on tiles is very essential in the interest and for the future development of the port.

2. The rental of Rs.24 per acre per annum levied on the land referred to is very nominal and compares very favourably with the rent of Rs.2616/- per acre per annum levied for lease of land reclaimed at the expense of the Landing and Shipping Fund. Its geographical position in reference to the purposes for which the land is used is also very advantageous. No reduction of the rate in this case also can be made.

I have the honour to be,
Sir,
Your most obedient servant,

for Presidency Port Officer.

7

Letter no 3762 A/37-3 Dt 21-2-38

3/21/2

To The Agent,
S. I. Rly

21/2

Sir Reduction of railway freight for Coal and Ile

Ref:- His Com. letter no 3672 A/37-2 Dt 16-37

Pttg

I am directed to invite your attention to his Com. letter quoted above, and to enquire when your reply may be expected.

I have the

Dx
18238

D A
Nil

Letter Note 22/2/38

M2 18238

18/2/38

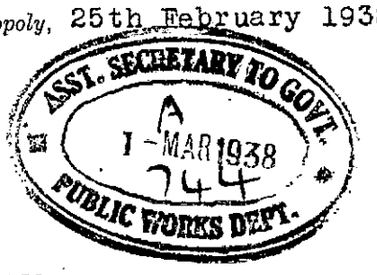
SOUTH INDIAN RAILWAY CO., LD.

(Incorporated in England)

In your reply, please give reference to:—

AGENT'S OFFICE,

Trichinopoly, 25th February 1938.



No. A.T.1093/211/4/205

From

The Agent,

SOUTH INDIAN RAILWAY.

To

The Secretary to the Government of Madras,
Public Works (Marine) Department,
Fort St. George,
MADRAS.

Dear Sir,

Reduction of Railway freight for coal and tiles.

Your letter No.3762 A/37-3, dated 21----2---1938.

In the extract of the Memorandum forwarded with your letter No.3762 A/37-2, dated the 16th December 1937, no details of traffic movements for which reduced railway freight rates are desired, have been given. Investigations are, therefore, being made in the matter and a reply will be sent to you as early as possible.

Yours faithfully,

for Agent.

Q

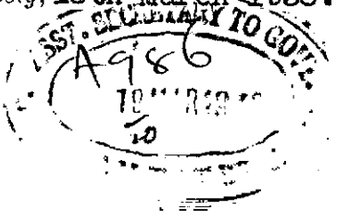
SOUTH INDIAN RAILWAY CO., LD.

(Incorporated in England)

AGENT'S OFFICE,

In your reply, please give reference to :—

Trichinopoly, 18th March 1938.



No. A.T.1093/211/4/207.

From

The Agent,

SOUTH INDIAN RAILWAY.

To

The Secretary to the Government of Madras,
Public Works (Marine) Department,
Fort St. George,
Madras.

Dear Sir,

P A ault

Coal and tiles to and from Mangalore
Special Rates for.
Your letter No.3762-A-37/2, dated the
16th December 1937.

P 7 ault

Further to my letter No.A.T.1093/211/4/205, dated the 25th February 1938, I have to state that the chief signatories of the Memorandum presented to the Hon'ble the Minister for Industries & Labour, were interviewed by a Traffic Canvasser of the Railway and they were convinced that it is not possible for the Railways to quote a competitive rate by the all-rail route for coal traffic, within the prescribed Government minimum.

2. Regarding tiles, their demand is vague and not supported by facts and figures. They simply say that, if special rates are quoted from Mangalore to certain stations on the basis of 8 pies more than the rates from Ferok, they may be able to increase the quantity of their despatches. They are not able to guarantee any definite quantity of traffic, even if rates are reduced.

3. In these circumstances, I regret I am unable to consider any reduction in the existing rates as asked for.

Yours faithfully,

for Agent.

-2- 10.

Development Department.

Memorandum presented by the tile manufacturers and merchants of Mangalore dated 2-10-37.
~~The request of the deputationists are:~~

P24 a

Items (i) and (vii) relate to the Public Works Department. Extract of these items together with peras 12 and 13 of the memorandum may be sent to that department for such action as they may consider necessary.

A.K.
9-11-37

C.J.P.
12.11.37.

An extract of items (i) and (7) will be sent to the Public Works Department for disposal.

No action is possible on other items. Business concerns must pay the market value of fuel from forests Tile industry is neither new nor nascent on the West Coast. Nor is there any special reason for going out of our way to help it. The State Aid to Industries Act cannot be applied. Tile Control, if any, can be taken up only by the Government of India as there is a flourishing industry in this line in the Cochin State. Interests affected are not so vast or important as to justify a recommendation in this matter to the Government of India. I submit the deputationists may be informed as above.

C. J. Paul,
12-11-1937

V.V. Giri,
16-11-37.

3762 A/37

Por(Kar)

Subj Mangalore Port reduction of port dues, wood land rent and railway freight

Ref From the Dev. memo no 4325-II/37-I dt 20.11.37

PP 1-2 Ref The trade manufactures and merchants of Mangalore request that the port dues and rent on the foreshore where the are stacked and railways freight for coal and the be reduced the remarks of the P.P.O may be invited. So far as the reduction of landing and shipping fee and rent for the foreshore land are concerned Draft is submitted

2. As regards the reduction of railway freight, it is for consideration whether the remarks of the Agent may be invited

Third

[illegible] M2
8/12/37 9/12/37

Ref Gm no 3762 A/37-1 dt 10.12.37 to PPO

With reference to para 2 above, a draft letter to the Agent S.I. Ry is submitted. It is presumed that his intention is to call for the Agent's remarks. Yes. This may issue

[illegible] M2
14/12/37 14.12.37 16/12/37

Ø 14

Memo to the PPO no 3762 A/37-1 dt 10.12.37 P 34
letter no 3672 A/37-2 to the Agent PER dt 16.12.37 P 44
from the PPO no 3109 Gl-2 dt 8.1.38. P 54

The reply from the Agent S.Ry
may be awaited

21.1.38 21.1.38 24/1/38

From the Agent S.Ry no A.T. 1093/211/4/205 dt 25.3.38 P 64

P.W.(Marine)

Note for circulation.

In their memorandum submitted to the Hon'ble the Minister for Industries and Labour on his visit to Mangalore on 2-10-37 the tile manufacturers and merchants of Mangalore urged:

P2 cf

(1) that the landing and shipping fees per thousand of tiles, levied at the port of Mangalore, be reduced from annas eight to annas four

P2 cf

(2) that the rent of Rs.24 per acre charged for the occupation of river foreshores for stacking tiles be reduced; and

(3) that the railway freight for coal and tiles be also reduced.

P1 cf

The Development Department remitted the above points for consideration by this department. A report was obtained from the P.P.O. regarding items (1) and (2) and from the Agent, S.I.Ry. on item (3).

2. Item (1) Landing and shipping fees.

P5 cf

As regards item (1), the P.P.O. says that with a view to improve the shipping facilities for tiles and to assist the tile factory owners at Mangalore, a

(H) and P5 cf

dredging scheme costing Rs.2.96 lakhs (including the cost of a new dredger 'Gurpur') was sanctioned in G.O.

(H)

Ms. 579 Finance (Marine) dated 9-11-35. The object of this scheme, which is in progress, is to maintain a channel of sufficient depth to enable the majority of native craft to discharge firewood and coal and the loading of tiles direct from the various tile wharves on vessels, with the result that the tile manufacturers will be saved heavy transhipment charges, and damage due to breakages. A free grant of Rs.1.00 lakhs from the Minor Ports Fund, was given to the

P6 cf + 'A' on 1.2.0 (N) 'B' " 1.3.0 Res 51 1937

P6 cf

1.48 2.0 1.68

(H) 579 a 1135

(N) and Ceo 1946 (Mar) 1936

Mangalore Landing and Shipping Fund to meet part of the cost of the above scheme. In order to meet the recurring expenditure on dredging and maintaining the channel, the rates of Landing and Shipping Fees leviable at the port were generally raised in G.O. 161 Finance (Marine) dated 10th March 1936, but not ~~for~~ tiles, firewood, coal and fish products. Accordingly the P.P.O. considers that the existing rate of shipping fees, which brings an annual income of Rs.20,000, should be continued in the interest and future development of the port.

3. Item (2) - Ground ~~and for~~ foreshore.

With regard to the rent on land occupied for stacking tiles, the P.P.O. ~~contends~~ points out that the existing rate of Rs.24 per acre per annum is only nominal and compares favourably with the rent of Rs.2,616 per acre per annum levied for lease of land reclaimed by the Port Conservancy Board, Mangalore at the cost of Landing and Shipping Fund - vide G.O.s Nos.2940 P.W.(Marine) dated 22-12-36 and 1742 P.W.(Marine) dated 25-8-37. He, therefore, states that no reduction of rate in this case is ~~possible~~ called for.

4. Item 3. Railway freight for Coal and tiles.

The Agent, South Indian Railway, has convinced the memorialists that it is not possible for the Railway to quote a competitive rate by the all-rail route for coal traffic, within the minimum fixed by Government (i.e. the Central Government). As regards tiles the petitioners are ~~a~~ unable to guarantee any definite quantity of traffic, even if the rates are reduced.

The Agent ~~is~~ therefore does not consider any reduction feasible.

For orders whether the position may be explained to the petitioners.

Sr
25.3.38

M
25.3.38

HM (PW)
HM (Food + Labour).

26/3

Cir 28/3
R: 29/3

HM (PW) 28.3

HM (I + L)

29/3/38

30/3

Draft Submitted

Sr
30.3.38

M
31.3.38

31/3/38

18

C.F. 17.

DRAFT FOR APPROVAL

P.W. (Mar.)

8/2/4 Date. Initials.

When received for fair copying ..
When copied ..
When examined..
When signed ..
When despatched.

SUBJECT:— Ports - Mangalore.

Reduction of landing and shipping fees, and railway freight on coal and tiles and of rent for occupation of foreshore land.

READ AGAIN Go. Pass. 161 Fin. (Com.), dated

READ ALSO:—

C 3762 No. 5 Memo. From the Tile Manufacturers & Merchants, dated 2-10-1937. 2 cf
Dev. Sepl. Endt. 4325 II/37-1 & 30.11.37. P1cf
,, ,, the P.P.O. No.3109 G1-2 ,, 8-1-1938. PP 5-6 cf
,, ,, Agent, S.I.Ry.No.A.T.1093/211/4/207 d/18-3-1938. P9cf

Order Ms. ~~Resolution Rout.~~ No. 690, dated

P6 cf

The Govt. regret that they are unable to grant the requests of the petitioners for reasons detailed below:

P5 cf
P2 cf

2. Landing and shipping fees.

P6 cf

With a view to improve the shipping facilities for tiles and to assist the tile factories at Mangalore, a dredging scheme costing about 3 lakhs was sanctioned in 1935 and is now in progress. This scheme is intended to maintain a channel of sufficient depth to enable the majority of native craft to discharge firewood and coal and ~~the~~ loading ~~of~~ tiles direct from the various tile wharves, ~~on vessels, which~~ will help the manufacturers to save heavy transhipment charges and damage due to breakages. Even when the landing and shipping fees on other articles were raised in 1936 to meet the recurring

Go 161 Pur(Mar) (1)
10336

expenditure on dredging and maintaining the channel, the fees for landing and shipping tiles, firewood, coal and fish products were not enhanced. The Govt., therefore consider that there is no ~~case~~ reason for reducing the existing rates of shipping fees. ~~and that they should be continued in the interests of the port.~~

3. Ground-rent for occupation of river foreshore.

The existing rate of Rs.24 per acre per annum is only nominal and compares favourably with the rent charged for the lease of land reclaimed by the Port Conservancy Board, Mangalore. The Govt. do not consider that a reduction is called for.

4. Railway freight on coal and tiles.

The Agent, S.I.Ry. states that the chief signatories to the memorandum were met by the Traffic convasser of the Ry., that during the discussion it was pointed out that it was not possible to quote a competetive rate by the all-rail route for coal traffic within the minimum prescribed by the Government. As regards tiles, as the petitioners are not able to guarantee any definite quantity of traffic, even if the rates are reduced, the Agent has stated that he is unable to consider any reduction in the existing rates.

To J.P. Rego Esq.,,
Tile manufacturer and merchant
Mangalore.

Copy to P.P.O. Madras
.. Dev. Deptt.
~~Agent, S.I.Ry. (with C.L.)~~
~~para 1 only~~
2 Spare copies for the

W

Received. 1938. Registered 1938.

Abstract.

Ports - Mangalore

Reduction of landing and shipping fees, and railway freight on coal and tiles and of rent for occupation of foreshore land.

Public Works (Marine) Department

G.O.No.690 Dated 2nd April 1938.

Read the following:-

G.O.No.P.161 Finance(Marine), dated the 10th March 1936.
From the Tile Manufacturers & Merchants, Memorandum dated 2nd October 1937.
From the Development Department, endorsement No.4825II/37-1, dated 30th November 1937.
From the Presidency Port Officer, No.3109 G1-2. dated 8th January. 1938.
From the Agent, S.I.Ry., No.A.T.1093/211/4/207, dated 18th March, 1938.

O R D E R

The Government regret that they are unable to grant the requests of the petitioners for the reasons detailed below:

2. Landing and shipping fees.- With a view to improve the shipping facilities for tiles and to assist the tile factories at Mangalore, a dredging scheme costing about 3 lakhs was sanctioned in 1935 and is now in progress. This scheme is intended to maintain a channel of sufficient depth to enable the majority of native craft to discharge firewood and coal and at load tiles direct from the various tile wharves. This will help the manufacturers to save heavy transhipment charges and damage due to breakages. Even when the landing and shipping fees on other articles were raised in 1936 to meet the recurring expenditure on dredging and maintaining the channel, the fees for landing and

shipping

shipping tiles, firewood, coal and fish products were not enhanced. The Government therefore consider that there is no reason for reducing the existing rates of shipping fees.

3. Ground rent for occupation of river foreshore.- The existing rate of Rs.24/- per acre per annum is only nominal. The Government do not consider that a reduction is called for.

4. Railway freight on coal and tiles.- The Agent, South Indian Railway, states that the Chief signatories to the memorandum were met by the Traffic canvasser of the Railway and that during the discussion it was pointed out that it was not possible to quote a competitive rate by the all-rail route for coal traffic within the minimum prescribed by the Government. As regards tiles, as the petitioners are not able to guarantee any definite quantity of traffic even if the rates are reduced, the Agent has stated that he is unable to consider any reduction in the existing rates.

(By Order of His Excellency the Governor)

K. Ramunni Menon,
Secretary to Government.

To J.P. Rego Esq.,
Tile Manufacturer and Merchant, Mangalore.
Copy to Presidency Port Officer, Madras.
Development Department.

(True Copy)

Forwarded
(By Order)

Superintendent.

T.P.S.